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USSR Report

TRANSPORTATION

No. 69

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TAJIK DOMESTIC FLIGHT SERVICE ON AFGHAN BORDER IMPROVES

Dushanbe TOJIKISTONI SOVIETI in Tajiki 11 Nov 81 p 4

[Article by Haqnazar Alinazarov, head of Khorog airport]

[Text] Not long ago, a neighbor who is an old acquaintance of mine said that he had to go to Dushanbe on essential business. He and I bought a ticket and flew. In the evening, when the last airplane landed at Khorog airport, my acquaintance was the first to deplane. He was cheerful; happiness showed on his face. In 1 day he made a long journey, accomplished his government assignment, also had the good fortune to see his children, who live in the city, and returned home again.

Seeing this, I automatically reflected that at one time a journey of such length would have taken my acquaintance months. The Pamirs are considered one of the most inaccessible places for a journey of such length. It was not easy to travel here on narrow roads.

Only the Soviet government could have succeeded in overcoming this difficulty. Fifty years ago, an air route was opened above the snow covered mountain peaks and bottomless ravines. Since then an end has been put to the constant lack of roads in the Pamirs. The development of the Pamirs' economy and culture is now difficult without air transportation. Aviation plays a big part, comparable to automobile transportation, in providing the inhabitants of Bam-i Jahan with necessities. Our airport is always filled with people. From here, students, geologists, borderguards and members of scientific expeditions fly to all parts of the region and the country.

The Pamir air route has its own history. In the first years, "Polukarpov-5" airplanes flew the impenetrable route. At that time, the flight took 5 hours. Pilots seated in an open cockpit flew the plane. Thanks to a commemorative publication by the Badakhshanis, the Soviet flight instructors have not been forgotten. For example, one of the pilots landed his disabled airplane on the bank of the Panj River and protected it against a Basmachi attack during the long hours until others arrived. Now comfortable and swift airplanes--YaK-40, AN-24, IL-14--fly the Pamirs. Pilots fly planes carrying essential goods to the center of the province, the city of Khorog, and also to the rayons of Vanj, Kalai-Khumb, Rushan, and Ishkashim. After many years, a new page has again been turned in the history of Pamir aviation. In Murgab Rayon, the highest place in the Soviet

Union, a new airport is ready to receive airplanes. Now even the fast YaK-40 airplanes fly there. Helicopters carry geologists to the high Pamirs, barometers to Fedchenko glacier, and scientific expeditions to mysterious Lake Sarez. In emergencies, quick medical aid is delivered to people. In a word, aviation has now become a constant help.

Nonetheless, this Pamir air route is still considered one of the nearly inaccessibie routes. Airplanes fly to an altitude of 5,000 meters, rising near the sky scraping peaks. Looking out the plane windows all you see is mountain ranges, which extend for hundreds of kilometers. However pilots fly the planes without danger. Thus, in their opinion, contemporary means of communication and administration have been established. Near Khorog airport a barometric station operates and does its job well. The appearance of Khorog airport itself has been transformed beyond recognition. Some years ago it looked like an insignificant little field. A pilot had to use extreme caution in landing a plane there. When a plane landed, dust covered the surrounding area. Now one can observe a different view. The airfield has been covered completely with asphalt. In winter, powerful machinery, all snow-removal bulldozers, work here.

The collective of Khorog airport always occupies a prominent place by its distinguished, industrious daring, overfulfilling its plan quota. The frequency and passenger load increases annually. Now the collective works in the second half of December. B. Shiikova, D. Mardonaev, A. Muvolasenov, and many others who work here have earned people's esteem by their good service and attitude.

The workers of Khorog airport greet the 64th anniversary of Great October with valuable labor gifts and promise that the first year of the 11th Five-Year Plan will be made one of outstanding labor achievement.

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MOTOR VEHICLE

TRACTORS EXPORTED BY LENIN MINSK TRACTOR WORKS

Moscow FOREIGN TRADE in English No 12, 1981, pp 15-17

[Article by Pyotr Boikov]

[Text] On May 29, 1946, the USSR Council of Ministers adopted a resolution on building the Minsk Tractor Works.

Soon afterwards its first workshops were erected in a woodland area on the outskirts of Minsk and by 1948 the first marketable product — the tractor starting engine — was in production. Then the manufacture of the main power unit, the D-36 engine, began and in 1950 caterpillar tractors left the production lines.

The initial development period ended in 1953 when the works-designed MTZ-2 tractor was put on line. This was the first model of Soviet-built tractors on pneumatically-tyred wheels and it is proclaimed the forefather of the glorious family of universal Belarus tractors.

Today the Lenin Tractor Works Production Association in Minsk is a large specialized enterprise turning out the Belarus universal wheeled tractors. The Association uses all types of engineering processes: forging and pressing, iron and steel casting, heat treatment, mechanical assembly, tool making, and all the necessary engineering services.

Originally the planned output was 50 tractors a day. At present it is more than six-time this number.

Since production started, and within a period less than 30 years, more than 1,740 thousand tractors have been manufactured. In the 10th Five-Year-Plan Period (1976-1980) alone as many as over 440 thousand Belarus tractors of different models left the assembly lines.

Striving year after year to raise output, the Production Association's work people constantly improve tractor design and steadily carry out working that will improve quality, reliability and the service life of tractors.

In 1963 the production was switched over to the improved MTZ-50 model and since 1974 parallel production began of the new high power MTZ-80 tractors.

Today's Belarus MTZ-80 is radically different from its predecessor MTZ-2. Its power more than doubled (from 37 to 80 horsepower) and efficiency nearly trebled. It incorporates 18 speeds compared to the former 5 and its maximum speed has risen from 13 to 35 km/hr. The Belarus MTZ-80 is fitted with new up-to-date units significantly making the driver's work easier. Such units were not available for the first models but despite this the absolute weight of MTZ-80 is less as its power/weight ratio was improved from 88 to 37 kg/h.p.

To meet increasingly stringent requirements to machining accuracy, thereby securing higher tractor reliability and service life, the Lenin Minsk Tractor Works Production Association is undertaking renovation and modernization of production equipment. Thus, greater stability was given to the production process by refitting the main parts of the tractor, namely rear axle and gearbox housings and gearbox housings and rear axle half-shafts.

Certain other production sections and workshops have also been re-equipped.

Adequate product quality is secured by widely using jigs and fixtures with hydraulic, pneumatic pneumatic-hydraulic and electric operated clamps, rotary devices, etc.

Notable for high efficiency, easy servicing and outstanding durability, the tractors made by the Minsk Works have won universal acclaim not only in the Soviet Union but far beyond its borders too. MTZ tractors were first exported in 1955. Today about 280 thousand Belarus tractors are in action in more than 80 countries including the industrial capitalist countries, such as France, Great Britain, Italy, the USA, Canada, Belgium, the Netherlands, Greece, Finland. Major importers of Belarus tractors are the socialist countries, among them the GDR, Hungary, Bulgaria, Yugoslavia.

Many Asian, African and Latin American countries also purchase this tractor.

Belarus tractors are highly valued for their universality, efficiency, faultless operation, high traction and coupling features, and modern design. They are being used round the year in diverse branches of agriculture, and the list of trailer, mounted and semi-mounted implements used by the tractor comprises over 200 items.

We at the works pay much attention to foreign buyers' requests and do our best to meet them.

When asked for we fit our tractors with a pneumatic braking system for trailers, European-standard electrical equipment, power positioning adjustment for ploughing depth, hand brake and hydraulic system increasing load-capacity. Tractors are, moreover, fitted with a power pulley, side power takeoff, towing device, hydraulic hook incorporating mechanical linking from the driver's operating position.

The servicing of sold tractors receives great attention. We supply spares to ensure continuous performance of tractors operating in foreign countries and send specialists to give appropriate assistance on maintenance and servicing, offer advice and consultations on all aspects of a tractor's work and instruct local people.

Great significance is attached to the training of foreign specialists employed in servicing Belarus tractors. At the works we run courses for foreign specialists to instruct them in tractor design, maintenance and repair which have durations of 500, 270 and 110 academic hours. Those attending these courses become acquainted with tractor production directly in the workshops, study the operation of tractor systems and mechanisms at the works laboratories, learn the structural features of tractor units and mechanisms, receive training in tractor work with farming implements in the fields of the works testing station. More than 1,200 specialists from 38 countries, mainly maintenance mechanics, have already benefited from this training.

In 1981 a technical centre for training Soviet and foreign specialists will shortly be completed. Instruction here will cover tractor design maintenance, servicing and repair of Soviet farming machines. Premises for instruction now being built will have special auditoriums, lecture and reading rooms, a library, and there will also be a building accomodating tractors, farming machines, hydraulics, fuel systems, electric equipment, engine and tractor testing, servicing of tractors and farming machinery laboratories.

To train specialists in their home areas a mobile instruction class was set up in 1970 and is now successfully operating. It is equipped with cross sectional views of all tractor units and mechanisms, diagnostic equipment, visual aids, cine and radio equipment, special tools and all necessary equipment required for training. The mobile instruction class has travelled in all European socialist countries, and also in Finland, Sweden, Norway, Denmark, Belgium, France, Spain, Britain, Greece, Italy, Afghanistan, Pakistan, Mozambique, Madagascar. All in all more than 15,000 people have been instructed in proper maintenance of Belarus tractors by this mobile class.

The Minsk Tractor Works' products are always on show at international exhibitions and fairs. In the last years the Works displayed its output at 48 exhibitions in different countries. High technical-economic characteristics, original engineering solutions in unit and mechanism design, design simplicity, convenience in operation and maintenance have won Belarus tractors 15 gold medals, two silver and one bronze.

Tests in foreign countries' and comparison of MTZ-80's technical-economic characteristics with those of foreign-made counterparts reveal that Belarus MTZ-80 as to power, specific material content, driver's working conditions is in conformity with present-day level of domestic and foreign tractor designs, as to universality, available working and ancillary equipment, cross-country capacity and economy it surpasses numerous foreign-made counterparts.

Cooperating with more than 40 research institutes and organizations the Minsk Production Association is carrying out important work on improving the technical quality of the produced machines. The Works designers spare no effort to develop even more perfect models for the fields in the coming years. To this end, a great deal of work has been done to outfit tractors with a safe heat- and sound-proof cabin meeting today's requirements with respect to industrial aesthetics, safety and the driver's good working conditions. This is the cabin which is installed on the Belarus MTZ-50/52 and MTZ-80/82 tractors.

The All-Union Foreign Trade Association Traktoroexport dealing in export-import transactions regarding tractors, roadbuilding and agricultural machinery countinually helps the Works study foreign market requirements.

Our joint efforts are yielding tangible results with regard to its quality improvement of car product, raising their competitiveness, increasing tractor dependability and service life and expanding exports.

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CSO: 1812/38

NEW TIRE PLANT BUILT IN KAZAKHSTAN

Moscow PRAVDA in Russian 5 Dec 81 p 3

[Article by V. Torskiy, Sayram Rayon, Chimkent Oblast]

> [Text] The initials of the plant where tires are made are usually displayed on the sidewalls of automotive tires near the tread line. Drivers are quite familiar with the tires produced by the Yaroslav, Yerevan and other tire plants and production associations. Soon vehicles equipped with tires with a new plant symbol--the letters "Ch"--will be traveling the roads of the USSR; this symbol denotes the Chimkentshina [Chimkent Tire Plant] Production Association. This enterprise is to become one of the largest in southern Kazakhstan.

The Chimkentshina plant will produce tires for trucks and agricultural machines of many types, and also various rubber-asbestos articles and consumer goods.

The plant is being constructed more rapidly than planned and by fewer workers than had been scheduled. This is the result of the introduction of a precise system of interaction of the construction workers and the equipment installers, concurrent schedules, extensive introduction in the subdivisions of the Chimkentpromstroy [Chimkent Industrial Construction] Trust of the "Zlobin" scheduling method. The creative efforts of the production innovators are of considerable help in accelerating the operations. Considerable time savings have resulted from the use of a new type of metallic decking developed here, and the use of other technical innovations.

An efficient staff is at work at the site. This staff includes not only representatives of the customer, the general contractor and the subcontracting organizations but also representatives of the enterprises that are supplying the construction materials and the production-line equipment. This staff composition makes it possible to identify the problems at an early stage and take timely steps to avoid many difficulties.

The first unit of the facility--Tire Plant No 1--will be in operation in the very near future.

Trial deliveries of the plant's products have been initiated: tens of thousands of truck tires and tubes have been delivered. Production of tires for agricultural machines has also been started. But for a long time the acceptance commission could not certify the production line as being ready for operation: mechanization aids for a single unit of the huge production line were missing. The difficulties were the fault of Rezinoproyekt [State Institute for Rubber Industry Plant Planning]. Because of an error made by Rezinoproyekt personnel a plant at Bakhmach fabricated and shipped to Chimkent equipment that was not suitable for this particular processing system. The Chimkent workers had to make the missing equipment on their own.

Highly qualified personnel are at work in the first unit of the facility. Workers from allied enterprises of Transcaucasia, the Volga region, and western Siberia came to help the south Kazakhstan workers master their new skills.

A real source of pride for the new team of workers is the housing complex of the enterprise; its buildings occupy an area equal to a large city housing block.

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BRIEFS

TRUCK-TRAILER RIG--The government acceptance tests have been completed of the special-purpose transport and equipment-handling trucks designed for agricultural use at the Scientific-Research Institute for Motor Vehicles and Engines. These tractor-trailer rigs have good all-terrain performance, large cargo capacity, and are economical in operation. The test models of the experimental KAZ [Kutaisi Auto Plant] trucks have traveled over 600,000 kilometers and have been tested under extremely varied conditions. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 3 Nov 81 p 3] 9576

HIGHWAY CONSTRUCTION--G. Borodin, deputy minister of the Ministry of Highways of the RSFSR, reported that the ministry has examined the questions raised in an article under the title "An Objective Program," published in No 151 of SEL'SKAYA ZHIZN'. The enterprises associated with the ministry are making extensive use of the crystalline slates of the Kursk Magnetic Anomaly and of gravel from the Gubkin Quarry Authority, the production volumes of which will increase markedly by 1982. The ministry agrees with the proposal on cooperation of the capabilities of the various ministries and departments in reconstruction of the Belgorod-Gubkin-Staryy Oskol highway, which is the primary transport route for many enterprises of the region. The questions of repair and maintenance of the local roads of the collective and state farms are being resolved positively: RSFSR Gosplan is allocating the required material and technical resources for the specialized subdivisions being created in the Roskolkhozstroyob"yedineniye system. The Ministry of Construction, Road and Municipal Machine Building has announced that it is expanding the variety and increasing the power of the machines and equipment for highway construction, and also for maintaining and repairing the pavements. Specifically, series production of a family of machines for high-speed road construction has been developed with improved reliability of the major components and various interchangeable working parts. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 10 Nov 81 p 2] 9576

QUAYSIDE SHUTTLE VEHICLES--A production milestone has been celebrated at the gigantic Kama River Auto Plant--the 250,000th heavy-cargo truck has been delivered. In the first year alone of the 11th Five-Year Plan nearly 90,000 trucks with the KamAZ symbol will be produced. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 36,Sep 81 p 4] 9576

CSO: 1829/78

NEW ARCTIC ICEBREAKER DESCRIBED

Moscow MORSKOY FLOT in Russian No 10, Oct 81 p 52

[Article: "New Polar Icebreaker"]

[Text] The icebreaker "Kapitan Khlebnikov" was built for the Soviet Union at the shipyard of the Finnish A/C [joint stock company] Vyartsilya. This is the fourth small-draught icebreaker of the "Kapitan Sorokin" class. The two latest ships of this series have been built in accordance with a changed design which takes into account design shortcomings that had surfaced. The icebreakers are intended for operations in the shallow estuary sectors of the rivers of northern Siberia.

At its greatest length the icebreaker "Kapitan Khlebnikov" is 132.4 meters, width--26.5, draught--8.5 meters, displacement--14,900 tons, speed--19 knots. The main engine of the ship is six 9ZL40 diesels, each with a 3,050 kilowatt (4,150 horsepower) capacity, from the firm Vyartsilya-Zul'tser. Each of them is connected to its own AC generator. The main AC, motors are fed through diode rectifiers.

The machine unit is highly automated, meeting USSR Registry class A2 automation requirements. Regulation and control is exercised from a TsPU [central control panel]. The control system contains more than 750 signal and measuring points.

Five 624TS diesel engines from the firm Vyartsilya, each with 810 kilowatts (1,100 horsepower), supply auxiliary power. The icebreaker is equipped with a pneumatic washing system which significantly decreases friction when moving in ice. Two 624TS diesel engines are the compressor drive of this system.

The main and auxiliary diesel engines were manufactured by an A/O Vyartsilya plant in the city of Vaasa, the generators and propulsion engines at the A/O Stremberg, while the diode rectifiers, radio navigational equipment, distillers, some pumps and various other equipment are Soviet-produced.

Because a polar icebreaker spends a long period of time at sea, a lot of attention has been paid to the crew living conditions. Both command and rank-and-file personnel live in single-person cabins with a toilet and shower. The ship has a movie theater, baths, swimming pool, gymnasium, etc.

Along with the atomic icebreakers providing conduct via the Northern Sea Route, the "Kapitan Sorokin" class icebreakers allow transport ships to deliver various cargo to populated points located in the lower reaches of the Siberian rivers.

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OCEAN AND RIVER

KHERSON PORT MECHANIZATION

Moscow VODNYY TRANSPORT in Russian 17 Nov 81 p 2

[Article by V. Bezuglyy in Kherson: "Plans Dictate Life"]

> [Text] The initiative of the innovators of the Kaliningrad commercial seaport under the motto "Full Mechanization--to the Maximum Degree" is being ever more widely disseminated. On ships, in ports, at shipyards, and at transportation centers, rationalizers, inventors, and representatives of scientific and technical organizations are actively searching for reserves for the growth of mechanization and automation of loading-unloading and repair work, a decrease in transport costs, and an increase in the tempo of freight processing. Problems of an important and complex nature are being all the more clearly illuminated during this search. Today we are addressing some of these problems and ways to solve them through the example of the activities of the innovators of the Kherson transportation center.

The level of full mechanization is sufficiently high at the Kherson seaport--94.4 percent. There is currently no complex of measures brought together in a special plan here like the Kaliningraders have. However, everyone I met at the port said with conviction that there will be a similar specific program in the future. It is true, they also stressed, that this business is complicated and requires, first of all, a solid production base.

A continuous search goes on within the port for new things which would make the difficult work of the dockers markedly easier. Thus, for example, semitrailers attached to forklifts, a group grapple for loading cotton into ship holds, a special grapple for handling tractors and a special tow device have been developed and introduced. The port has pallets permitting it to increase the hoisting of lightweight pieces of packaged freight, and it has modernized the side grapples attached to a "Toyota", making it possible to carefully unload fragile boxes and rolls of paper. Local skilled people invent things not only for themselves but they also share what has been created with other ports, and they borrow the advanced know-how of their neighbors.

The Kherson people are also quite familiar with science. For example, they have concluded a contract with the SKB/special design office/ of the production association Krasnyy Treugol'nik for the use on port forklifts of test tires with increased reliability. The Institute of High Molecular Weight Compounds of the Academy of Sciences of the UkSSR is developing (also according to a contract) a compound of special enamels for protecting concrete and reinforced concrete structures which are in working contact with ammonia sulphate.

There is a group of active rationalizers at the port. Among them is S. Yaroshenko, the chief of consolidated all-round crew number 2. In the 10th Five-Year Plan he submitted 26 rationalization proposals and 15 of them were introduced at a savings of more than 10,000 rubles. During the same time period the chief technologist of the port A. Shapovalov suggested 22 innovations. Some 15 of them were introduced at a savings of more than 27,000 rubles. The savings from the introduction of new equipment and rationalization proposals at the port is 300,000 rubles.

However, as the saying goes, all of this is only one side of the coin.

"We have done a lot of work on certifying manual labor and have developed appropriate measures for the five-year plan, especially for auxiliary operations"--says the chief of the port mechanization division V. Rudnev. "However, this is only half the work. In accordance with the official "price list," we have ordered so-called small-scale mechanization at MMF/Ministry of the Maritime Fleet/ plants. And what came of it? We received nothing, our orders were not fulfilled. We must busy ourselves willy-nilly with primitive work methods again."

It is fine, of course, when there is a group of fitters, lathe operators, welders, etc. in the port machine shops. It is also fine when there are the necessary machine tools, equipment, and materials. In this case a majority of the ideas of the innovators in one way or another, sooner or later, will become reality. But what if there is no such set-up?

"How many times has it already been proposed: port orders to improve technology must be fulfilled centrally at MMF plants," says the chief technologist of the port A. Shapovalov, "and in the specialized administrations of Yuzhmormontazh /Southern Maritime Repair Administration/. This also applies to Kherson. In my view we could make hoisting devices, slings, and pallets there. It is high time to create solid facilities of inter-related groups for port needs. For the time being instead of such a facility, we conjure--we have one skill level 6 fitter. This is Zhukov, Boris Semenovich. He is a master, with golden hands. But this is what happens: Zhukov finishes his work and waits for a welder, or another skilled workman. And time flies..."

The chief technologist talked some more about inter-port cooperation. It works poorly. Let us say that Kherson requests this or that. This is the answer: we will do it if you give us a complete set of parts. And where can you get them in Kherson? We must extricate ourselves by becoming handicraftsmen.

Unfortunately this, so to speak, hy-spy (a children's game) is not everywhere and does not always operate. Can the port itself make a machine, let us say, one to stow cargo under the ceiling of a railroad car? Such a machine is very necessary in the Kherson port to ensure the full freight capacity of the railroad cars.

"There is a shortage of railroad cars," says the deputy chief of the Kherson department of the Odessa Railroad V. Batsikadze. "We, naturally, are interested in the maximum utilization of the carrying capacity of the rolling stock, in speeding up its runs, and decreasing loading and unloading time periods. That is, we are solving the same problems that the water transport workers are. Thus, our technologists and yours must think and work together. This should be not only at the level of management in the coordinating council for NPGRTU [continuous transportation center work planning schedules]. Speaking frankly, we in our sectors are still doing a poor job of sharing experience."

This matter concerning the exchange of experience has been accurately observed. Here are two examples. The Kaliningrad port workers have developed an effective system for fastening rolls of sheet steel on railroad flat cars. This experience should be carried to the railroads. But, no! Each system requires documents in order to authorize the shipment of that which has already been shipped for a long time. Thus, the Kherson port workers also had to take action to introduce among themselves a method for loading grab buckets although such a procedure had already been registered in Zhdanov a long time ago.

"Our impression," says the senior engineer of the mechanization division of the Kherson seaport N. Vechnaya, "is that the railroad workers have seemingly come to a stop in the mechanization area. Take the seamen. The entire fleet has been practically replaced: "Ro-Ro," container carriers, lighter carriers, etc. And their neighbors have the same railroad cars. About 20 years ago we were told in the institute about railroad cars with expandable roofs. Where are they? It would help even if the doors in refrigerated ones were made standard and a little higher. Domestic trans-shipment equipment does not pass here."

The dockers, of course, are somehow finding a way out. Frequently they do this through "shoulder mechanization." For example, this is how they are loading 70-kilogram sacks of coffee in the port. Four rows of these sacks are placed in the railroad cars by machine. The fifth row--about a ton of coffee--is only loaded by hand. Or take tea--here they use manual labor. In both cases they obviously violate labor safety practices.

The Kherson river port also has rougnly the same bunch of problems.

"We have seen on the streets small machines with cleaning brushes which clear off sidewalks," sighs the chief of the port's technological-norm setting group V. Saparin. "They seem to be suited for cleaning railroad cars and ship holds. We requested them--we have not been given them. It is not our department. Only one "mechanism" is left to us--a shovel. We also scrape out the remnants of cargo with it."

It is already uncomfortable for the port workers to talk about such trifles as semiautomatic grapples for handling reinforced concrete panels. For two years they have been contacting outside organizations in search of materials to make this grapple. It would be a different story if an industrial equipment shop for loading and unloading work were established at some one plant for the entire basin. In short, many questions and problems have accumulated. Unfortunately, it is impossible at times to solve them through one's own efforts.

This is what the same V. Saparin said in this regard:

"Now is not the time to merely stew in one's juices. The efforts of the port innovators must receive heavy backing from the various ministries and departments (first of all from their own--the water transport ones), subcontactors, enterprises, institutes, KB/design offices/ and scientific and technical information organs of the industry."

You cannot say it more accurately. An efficient, purposeful program can be successfully fulfilled, both in design and in execution, only if there is a merging of a general personal interest, the presence of an over-all approach, and a strengthening in every way possible of the production base. There are reserves and resources for this.

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FINNISH PRESS: LENINGRAD PORT LABOR SHORTAGE CONTINUES

Helsinki HELSINGIN SANOMAT in Finnish 5 Dec 81 p 27

[Article bv Pentti Suominen]

[Text] The labor shortage is the biggest threat to the development of Lenningrad. The increasing labor shortage will in the next few years be one of the worst problems of Leningrad as well as of several other large cities of the Russian Federation.

"There is little natural growth in the population and all the manpower that can be spared in other places is taken up by the large oil and gasfields of Siberia, the Baikal-Amur rail project and other large projects of the east." says the vice chairman of the Leningrad City Planning Committee, Albert Jevstratov.

He relates that most families nowadays have only one child, when they should have at least two or three. A rapid increase in the birth rate would not help industrial development until approximately 20 years from now when those children would be reaching working age.

An Important Year

This year is an important year for all the planning authorities of the Soviet Union, because it is the first year of the present 5 year plan and the results of this year will tell how realistic the goals are.

When the most important leading organs of the Soviet Union, the Central Committee of the Communist Party and the Polituburo gathered after the 15th of last month, it was apparent from the speeches given by the Soviet leaders that the goals remain badly unfulfilled in many areas.

The director of planning of Leningrad is not yet able to say how the plans are being fulfilled in his hometown.

Preliminary Growth Figures

He does, however, return to the population problem and he says that according to the plan the industrial production in Leningrad would grow this year by 2.8 percent while work productivity should grow by as much as 3 percent.

This is a good thing, because it shows that there can be growth without an increase in manpower.

It is of course possible that these goals cannot be met. At a national level the industrial production was expected to grow by 4.1 percent, but the figures published after the middle of last month show the growth to be only 3 percent? The national figures describing work productivity have not yet been released for this part of the year, but according to the plan it should be possible to increase the work productivity so much that it would cover 90 percent of the growth in production.

Technical Knowledge

The importance of Leningrad from a national standpoint is fairly large, because it is the second most important city in the Soviet Union and it possesses technical knowledge of the country in several key areas.

Jevstratov does not seem to be concerned about the labor situation of the industries of his hometown, but he admits that it is not yet possible to increase the productivity in construction work fast enough. "We would like to obtain the same figures within construction work as in industry, but it is not possible right now," he says.

The planning director of Leningrad says that there will be a 3 percent increase in manpower during the 5 year period that started this year and that most of it will depend on a natural development: that the children and the young people of Leningrad finish school and enter the job market.

Because of its cultural and scientific life Leningrad is better able than other cities to attract outside labor.

Jevstratov also brags about the good schools and universities of Leningrad.

Better Availability of Food

Leningrad, which is favored by foreign tourists, offers more food than any one of the closed cities of the east and the north even if Jevstratov does not talk about it. When some industrial institution or area in the West is suffering from labor shortage, higher wages are used to attract manpower, but this is not possible in the socialist planned economy of the Soviet Union.

Only the central leadership can use wages as an attraction in order to get manpower to certain areas and to projects that are considered important.

It has divided up the country into different wage zones and thus the planning director says that he would get a 15 percent higher income in Siberia, and above the Arctic Circle his salary would be as much as 40 percent higher.

But the prices of food and other necessities are higher there than closer to where they are produced and the food situation may be poorer than in the large cities.

A Huge Nuclear Power Plant

One of Leningrad's own large construction projects has been the 4,000 megawatt nuclear power plant that has started its operation this fall, but which was, however, not shown to the writer of this article.

The constructing of large nuclear power plants close to residential areas in the European part of the Soviet Union has not resulted in much discussion here. The most important argument against such construction has usually been that they use water resources that will in any case be overexploited in the future. But the matter regarding safety has never become a real topic for discussion in the Soviet mass media.

"Positive Experience"

According to Jevstratov the Soviet people trust nuclear power, because there is a long-term and very positive result from it.

Sometimes the way the Soviet people consider nuclear power is described to be such that they believe that it would be harmful only in the hands of the too greedy capitalists. "We can naturally not guarantee with complete certainty that nothing will ever happen, but the seemingly clever people who might one day push the button, represent a much greater danger," says he.

Jevstratov does not know how much nuclear generated electricity Leningrad is getting, because all the power plants are joined in a network that covers the entire European part of the Soviet Union and from which electricity is distributed as needed.

He makes it understood that nuclear electricity from the Soviet Union may also be brought to Finland, when they buy electricity from the Soviet Union.

A Dam for the Prevention of Floods

The other large construction project in Leningrad is the large dam that is being built west of the city facing the Gulf of Finland. Its future task will be to prevent the floods that have until now been a problem in Leningrad.

The HELSINGIN SANOMAT representative was not allowed to see this project either. According to Jevstratov the work on the dam began in December 1979, with around 100 men were on the work site. The dam is being worked on both on the northern and the southern side.

Currently an estimated 3,000 workers are on the site and when the work is at its maximum there will be about 8,000 workers.

According to plans the dam should be completed sometime during 1987-88 and including everything, it is estimated the cost will be about a billion rubles.

The floods that trouble Leningrad are caused by the strong west winds which force the water of the Gulf of Finland to its narrow end in the east, and it runs in over streets and into the basements of Leningrad.

According to sources in Leningrad the last bad flood took place in the mid 1970's.

A Highway on Top of the Dam

A highway will be built on top of the dam and the second important task of the dam will be as a bypass directing traffic, that comes from the north and goes mainly to the Baltic countries, away from the center of Leningrad.

According to Jevstratov it would also be possible for the traffic between Finland and Moscow to use this beautiful route by the sea, even though it would cause a small detour.

An equally important and continuing construction project in Leningrad is the city subway, which is currently 70 km long and which transports daily a couple of million people from their homes to their work places and back.

"During the 5 year plan that has started there is also a plan to construct 20 more kilometers of subway," says Jevstratov, who has also been an advisor for the metro constructors of Helsinki.

New Hotels

In the city work is also continuoulsy proceeding on the municipal heating network, public buildings are being built as well as service institutions and hotels, which are built with Finnish cooperation. When the current 5 year plan is completed there should be 20.5-21 square meters of rooms per capita as compared to the present 12 square meters.

It is also believed that bigger and better buildings as well as better service will attract more manpower to the city.

9662
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REVIEW OF BOOK ON RIVER TRANSPORT SYSTEM

Moscow VODNYY TRANSPORT in Russian 5 Nov 81 p 2

/Review by V. Postnikov, candidate of technical sciences, of book "Na golubykh dorogakh Rossii"/On the Blue Roads of Russia/ by L. V. Bagrov, Transport/

/Text/ "On the Blue Roads of Russia" is the name of a small in volume but large in content book of L. V. Bagrov, recently published by the Transport publishing house.

The book has two sections. The first is devoted to the work results of river transportation of Russia in the 10th Five-Year Plan. The author thoroughly analyzes the activities of the industry, gives quantitative work results, and describes the main trends in applying the basic forces and assets of the steamship company collectives.

L. V. Bagrov presents the contents of statistical data so that, once becoming acquainted with them, you can visually imagine the intensive labor both of the many thousands of collectives and the individual river transport worker at each, in its own way, responsible post.

The role and place of river transportation in exploiting the natural riches of Western Siberia and the North of our country have been depicted very well.

Workers of two steamship companies alone--the Irtyshskoye and Zapadno-Sibirskoye--delivered more than 67 million tons of various cargo to the oil and gas regions during the 10th Five-Year Plan.

It is interesting that the role of the river transport fleet in carrying cargo into the indicated regions will remain predominant both with the commissioning of the Tyumen'-Surgut railroad and its extension further to the north.

River transport, traditionally carrying out the tasks of ensuring the national economic requirements for shipping freight and passengers along the interior water routes of the country, in recent years has been delivering about 20 million tons of freight in river sea-communications without trans-shipment in estuary ports. A significant volume of shipping is being handled in foreign trips. The book also highlights this work trend.

During 1976-1980 freight shipments by RSFSR river transport increased by 432 million tons and freight turnover grew by 170 billion ton-kilometers in comparison with the 9th Five-Year Plan. It is natural that such growth rates were helped by the necessary development of a material and technical base and so the author dwells in detail on the development of the fleet, ports, industrial base and water routes during the last five-year plan.

It is known that people provide the work efficiency of even the most modern equipment. The book shows the leading collectives, production innovators and it relates their experiences in organizing labor and introducing advanced technology and new work methods.

Those shortcomings which were permitted by individual collectives and the industry as a whole during 1976-1980 have also not been overlooked.

8524
CSO: 1829/76

OCEAN AND RIVER

BRIEFS

NEW ODESSA UNLOADING COMPLEX--An all-weather complex for processing dry cargo has begun to operate in the port of Odessa. Yesterday the dockers, with its help, completed unloading the first ship, outstripping deadlines in the process. Up till now ships have been unloaded in this harbor by portal cranes equipped with gripping devices--claws. This method has a significant shortcoming: operations cease during strong wind gusts, storms and downpours. In order to avoid ship downtimes in inclement weather, the port workers installed four air-tight bins, each with a capacity of 120 tons, on the wharf. Removable lengths of pipe, which will lower goods into the holds of ships of any displacement, have been laid from them. Now, as soon as a ship gets up to the side of the wharf, pneumatic conveyor devices feed cargo directly to the bins, and from there--to the railroad cars. The all-weather complex opens up broad possibilities for increasing the through-put capacity of wharves. [Text] [Moscow GUDOK 1 Dec 81 p 1] 8524

LAUNCH OF FLOATING DOCK--Shipbuilders of the Baltiya shipyard launched a floating dock a month ahead-of-schedule. It was built on order of the Krasnoyarsk ship repair people. The new floating dock is autonomous. It has its own electric power station and is equipped with powerful portal cranes, compressor installations, equipment for the mechanical cleaning of ship hulls, and other equipment providing the total mechanization of repair work. [Text] [Moscow VODNYY TRANSPORT in Russian 5 Nov 81 p 4] 8524

TIMBER DELIVERIES BY RAFT--Some 200 rafts--a record number--have taken river transport workers of the Amur Steamship Company over the reservoir of the Zeya GES since the start of the navigation season. They delivered a half million cubic meters of wood to the city of Zeya from remote timber extracting stations. The man-made Zeyskoye Sea has become an important transport artery in the northern part of the Amurskaya Oblast. Stretching for more than 200 kilometers, it goes up to the richest large timber tracts which were not exploited earlier because of the lack of roads. Several large timber establishments have now been set up here. Wharves and shops of the timber trans-shipment combine have also grown in the city of hydraulic builders. The river transport workers have mastered the towing of increased- volume rafts, and they also provide full safety to the wood en route. [Text] [Moscow VODNYY TRANSPORT in Russian 5 Nov 81 p 4] 8524

CONSTRUCTION OF NEW ROLKERS--The construction of a series of new domestic rolkers--specialized ships with a horizontal freight processing system--has been completed at the plant imeni A. A. Zhdanov in Leningrad. The USSR flag was raised over the vessel "Viktor Talalikhin." [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 45, Nov 81 p 3] 8524

DOUBLE-HULL TANKER--The new Soviet tanker "Pobeda" is now undergoing dock trials. This huge, almost 250-meter vessel is unusual--it has a double hull. In the main second cargo one, which appears to be inserted, there are 14 tanks for four grades of oil and its products. Such a non-spill ship design completely prevents oil from spilling into the sea even when it gets a hole in the bottom or side. The space between the sides of the two hulls reaches a width of two meters. In this area one can carry drinking water or furnish waste products after flushing the tanks to the port cleaning installations. The giant tanker was designed by the collective of the Leningrad TsKB [central design office] Baltsudoproyekt [Baltic Ship Design Institute], and was built by the Kerch' shipbuilders. The designers put the most modern automatic equipment on it and provided a high degree of comfort to all of its areas. The displacement of the "Pobeda" is 84,500 tons. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 20 Aug 81 p 4] 8524

HUGE NEW OIL TANKER--The tanker "Pobeda"--the first of a new series of ships for the bulk oil fleet--which was built here (in Kerch') has left the wharves of the Kerch' Zaliv shipyard on its first trip. The new ocean vessel is impressive in size: a length of almost one quarter of a kilometer, the height of its side is equal to that of a six-story building. However, this is not the only thing that distinguishes the new tanker. The requirements of the international convention on environmental protection were taken into account during its construction. The tanker has a double bottom and dual sides and special systems for purifying and utilizing waste products. The water astern of it will always be clean. The outlines of the massive hull of the next twin tanker--"Marshal Vasilevskiy"--are already evident on the shipyard's drydock. [Text] [Moscow PRAVDA in Russian 16 Nov 81 p 8] 8524

CHANNEL TO UST'-KAMCHATSK PORT--A channel built at the junction of the Kamchatka River and Pacific Ocean has opened a path to the wharves of the Ust'-Kamchatsk port. The first line of the channel is now in operation. Earlier the dockers had to load and unload ships at an open roadstead. Treacherous sandbars produced by the current at the junction of the river and ocean had prevented stops at the port. Unstable weather characteristic of this area and the unnecessary trans-shipments of cargo have led to large costs and losses of work time. The construction work on the channel has been conducted under complex hydrologic conditions. Suction dredgers moved about 100,000 cubic meters of sand and gravel from the bottom of the ocean. [Text] [Moscow VODNYY TRANSPORT in Russian 21 Nov 81 p 4] 8524

SEA CONTINUATION OF BAM--One of the largest commercial seaports in the Far East--the port of Vanino--has become the place in our country where the land kilometers of BAM [Baykal-Amur Railroad] are now ending and the sea ones are beginning--they connect the mainland to the island of Sakhalin with the help of a ferry crossing. The length of the sea part of BAM is 144 miles and the ferry "Sakhalin" takes 10 hours to cover this route. A work schedule which takes into account the approach of railroad cars and ships and operationally assesses the transportation situation has been introduced here to more efficiently direct the complex economy of the port and strengthen the interrelationships between the dockers and railroad workers. [Text] [Moscow TRUD in Russian 21 Nov 81 p 1] 8524

NEW SUPER TRAWLER--The USSR flag has just been raised on board the new super trawler "Aleksandr Tyurin." The laborers of the Black Sea Shipyard have seen the ship off on its first trip with special feeling; the state emblem of quality has been awarded to the fish-factory ships of this series. [Text] [Moscow PRAVDA in Russian 11 Nov 81 p 1] 8524

BARGE ON AIR CUSHION--An AST-100 platform barge on an air cushion is being used to supply ship installations in the Arctic regions. It carries cargo weighing 100 tons through the tundra and swamps without causing damage to the ground or injury to the plants. The barge can be towed by tractors or moved over the ice independently with the help of a line attached to an anchor. While towing the AST-100 barge over Arctic ice, the testers unexpectedly discovered that they had invented an absolutely new type of icebreaker. When the barge approaches the edge of the ice, air escaping from the cushion presses down on the water, lowering its level under the ice. The barge crawls by its bow end on the ice which has lost its support and breaks it. One of the newest designs here is an Arctic sea pipelayer combining the quality of an icebreaker and pipelayer. (This is according to material from the book of R. Maklivi "Ships on Underwater Wings and an Air Cushion," Leningrad, Sudostroyeniye, 1981). [Text] [Moscow VODNYY TRANSPORT in Russian 19 Nov 81 p 4] 8524

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MISCELLANEOUS

MATERIALS WASTE IN TRANSPORT CONSTRUCTION SCORED

Moscow TRANSPORTNOYE STROITEL'STVO in Russian No 11, Nov 81 (signed to press 15 Oct 81) pp 1-3

[Article by First Deputy Minister of Transportation Construction N.I. Litvin: "Make Rational Use of Material Resources in Transportation Construction"]

[Excerpts] The Ministry of Transportation Construction has accumulated a considerable amount of experience in economizing material resources.

During the 10th Five-Year Plan alone in the ministry as a whole 62,800 tons of rolled metal goods were economized, which comes to 104 percent of the established assignment for this period. The assignment on economizing boiler and furnace fuel, thermal energy, and electric energy was fulfilled. The assignments on economizing cement and timber materials were realized by 99 percent.

During the last five-year plan a total economy of 334 million rubles was achieved through the introduction into transportation construction of efficient designs, materials, and new machinery and mechanisms and also of progressive production processes which were developed by the branch's scientific research institutes and planning organizations.

In addition to a tangible economy of labor, material, and energy resources, the introduction into production of scientific and technical achievements has ensured the overfulfillment in the ministry as a whole of the assignments for the construction of the upper track structure with the assembly of the links at link-assembly bases and the use of a set of track machines, including some equipped with automatic control and management devices for track straightening processes, the construction of water pipes made of corrugated steel, the installation of asphalt-concrete tops involving the use of activated mineral powder and various active top substances, the construction of pillar supports for small and medium bridges, the construction of subway tunnels with prefabricated ferroconcrete surfacing, and others.

The successful construction of the Baykalo-Amur railroad trunkline under the conditions of a severe climate and widespread permafrost, mari, and seismic activity was to a substantial extent helped by collaboration with scientific research and planning organizations through whose efforts the task of constructing a solid earthen right-of-way under extreme conditions was accomplished. Fundamentally new designs of pillar supports were developed and introduced for the first time under the conditions of permafrost. In tunneling modern production processes have been used, as have progressive technical solutions for fastening water-logged soil.

At the same time, construction organizations, industrial enterprises, and also scientific research and planning organizations possess large reserves for an additional economy of material and technical resources. First of all it is necessary to have a thrifty and proprietary attitude toward the expenditure and storage of materials and also of fuel and energy resources.

In a number of construction organizations and industrial enterprises warehousing and the protection of material resources have not been organized in the proper way. This applies especially to such materials as metal, timber, cement, brick, glass, and even to prefabricated wood and ferroconcrete structures.

According to the data of the Main Administration for the Mechanization of Construction Work, in individual enterprises of the Ministry there are still cases of an unsatisfactory storage of fuel and lubrication materials and of their uncontrolled expenditure. There are substantial losses of energy resources.

Construction organizations incur considerable losses of materials and structures because of a negligent attitude toward their transportation and unloading. There are frequent cases when cement is transported in trucks and dump-trucks which have not been prepared for this purpose without cover against dispersion and rain. Brick is sometimes loaded and delivered to the construction site in bulk, and it is unloaded carelessly with the result that there is a lot of "breakage." Substantial damage occurs in the transportation and loading of volumemetric ferroconcrete structures, especially thin-walled structures.

There are cases of the overexpenditure of construction materials compared to the established norms, especially metal, cement, and timber materials.

At a number of industrial enterprises of the Main Administration for Housing and Civil Engineering Construction in Moscow City and the Main Administration of the Construction Industry there is a substantial waste of rolled sheet goods and reinforcement steel in the production of metal and ferroconcrete structures, while at a number of plants of the Main Administration for the Mechanization of Construction Work metal, steel casings, and iron are wasted to a substantial extent.

There are frequent cases when construction organizations and industrial enterprises form above-norm stocks of materials which are practically frozen and do not participate in the sphere of the creation of material values, while other subdivisions experience a sharp need for them.

A struggle against mismanagement and a struggle for the preservation of material resources and for their economical use is one of the important tasks of all construction organizations and industrial enterprises. Toward this end, strict control has to be established at every construction site and at every enterprise, and strict measures have to be applied to people who are negligent with state property.

The quality of work and compliance with the technological process in the production of output has a direct relationship to economizing materials and fuel and energy resources.

Despite the measures being taken by the ministry to improve the quality of work, violations of the rules for the performance of work continue to occur at individual construction sites and enterprises, and this requires additional resources to eliminate defective work. It is essential to resolutely put an end to these phenomena by creating at every project and enterprise an atmosphere of intolerance toward the producers of defective work. Instances of the squandering of material resources have not yet been eliminated.

There are substantial reserves for economizing material and technical resources in the designing of structures.

As a result of the insufficient exactingness of individual authors of designs for transportation structures there are frequent instances of an unjustified overstatement of the estimated cost of the expenditure of materials. Sometimes, submitting to the unjustified demands of clients and local organizations, they put into their plans the construction of additional structures which are not called for by the needs of the object being planned. Very often, at the insistance of local organizations, residential houses are unjustifiably attached to sites where the construction or reconstruction of a large amount of underground communications is required. In addition to this, there are cases in the practice of a number of institutes of design solutions which have in them unprogressive, materials intensive, and labor intensive structures.

It is the task of planning institutes to eliminate such shortcomings, to perform planning work economically, and to provide in plans for everything that is new and advanced, which makes it possible to reduce the expenditure of material resources. They have to develop variant planning in an effort to search for efficient structures.

While, on the whole, the branch's scientific research organizations made a large contribution during the 10th Five-Year Plan to technological progress in transportation construction, for individual types of production the All-Union Scientific Research Institute of Transportation Construction and the State All-Union Scientific Research Institute of Roads and Highways solved only local problems which did not produce a fundamental improvement and had little influence on decreasing materials intensiveness and economizing resources.

At the present stage the branch's scientific research institutes and planning and designing organizations have to make a decisive turn in their research toward a search for new ways to make the fullest use of resources. As is demanded by the decree of the CC CPSU and USSR Council of Ministers, especial attention here should be directed toward the development of progressive resource-saving types of equipment and technology, toward searches for new economical structural elements and materials, and toward the practical introduction of results into production.

For the 11th Five-Year Plan the Ministry has worked out and Gosplan, the State Committee for Science and Engineering, and Gosstroy have approved a program aimed at the solution of the most important scientific and technical problems in railroad and automobile road construction. In addition, a number of branch programs in bridge building, subway construction, and railroad electrification are being agreed upon.

These programs provide for the development of such new technical solutions as an overall mechanized technology for the high-speed construction of rail and automobile roads, especially for the difficult natural and climatic conditions of the North, Siberia, and the Far East, including the Baykalo-Amur railroad truck line.

On the basis of domestic experience and the use of foreign practice it is planned to further improve the structural elements of bridge supports, spans, hydro-engineering installations, and subways and tunnels, and the technology of their construction, as well as to create new highly productive machinery and mechanisms.

With regard to improving output quality and an economical use of resources, the degree gives great importance to an improvement of the normative base and of standards and technical specifications. In this connection, the task is being set of reviewing in 1981-1982 norms, standards, work performance rules, and calculations, including voltage allowances and stock coefficients, providing them with extensive branch and interbranch unification. In recent years a fundamental base of normative documents has been basically created in the Ministry of Transportation, and progressive solutions have been put at its basis. However, at the same time, a number of normative documents require serious reworking. In particular, substantial work is now being conducted to create a system of progressive technological norms and normatives. Scientific research and planning organizations have to strengthen this work and provide the ministry's organizations with progressive normative documentation within the established schedules.

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2959
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NEED FOR IMPROVING QUALIFICATIONS OF TRANSPORT CONSTRUCTION SPECIALISTS CITED

Moscow TRANSPORTNOYE STROITEL'STVO in Russian No. 11, Nov 81 (signed to press 15 Oct 81) pp 3-4, 41

[Article by D.V. Dmitriyev, deputy chief of the Main Administration for Cadres and Educational Institutions of the Ministry of Transportation Construction: "An Improvement in the Qualifications of Specialists--An Important Factor in Ensuring the Quality and Efficiency of Transportation Construction"]

[Excerpts] In carrying out the demands of the 25th CPSU Congress and the 13 October 1977 decree of the CC CPSU and USSR Council of Ministers "On a Further Improvement of the System of Advanced Training for Executive Workers and Specialists in the Economy," during the last five-year plan the Ministry of Transportation Construction adopted a number of measures to further expand the retraining of executive cadres and specialists.

There has been a substantial expansion of the physical plant of the Central Courses, which made it possible to practically double the student body. Full-time advanced training courses have been newly organized for foremen at construction trusts and administrations (at instructional points). Courses have been created at the Main Administration for Construction on the Baykalo-Amur trunkline in Tynda and at all of the planning and surveying institutes of the Main Administration for Planning and Surveying of the State Industrial Committee for Transportation Construction.

All of this made it possible to increase the capacity of the course network to 13,200 people a year, compared to 5,800 people in 1976. In addition, in 1980 85 percent of the student body studied full time, and only 15 percent studied part-time in evening courses at the branch's planning institutes, Gosstroy, Gosplan, and Gossnab. In all, during the years 1976-1980 more than 50,000 people increased their qualifications, compared to 23,900 during the Ninth Five-Year Plan.

The course network which has developed has basically given a good account of itself. Studies are conducted everywhere in accordance with syllabi and curriculums which have been approved by the Main Administration for Cadres and Educational Institutions, and workers from the Teaching Methods Studio, production and functional main administrations and administrations, and scientific research, planning, and instructional institutes take direct part in developing and reviewing these syllabi and curriculums.

These syllabi and curriculums reflect questions of economics, management, advanced organization and technology, scientific labor organization, a study of advanced experience, scientific and technological progress and transportation construction, labor legislation, the principles of labor protection, civil defense, and others.

Leading workers from the ministry's central apparatus and trusts, scientific associates of scientific research institutes, and the faculty of educational institutions are enlisted in teaching.

At the same time, it is appropriate to note that the course network of the Ministry of Transportation Construction still does not fully meet the current demands of the party and government with regard to the retraining and advanced training of executive workers and specialists.

Recently there has been a marked weakening of control by the main administrations, trusts, and courses over the realization of the annual plans approved by the ministry. There are numerous instances of the underfulfillment of the student group plan, of students not arriving at courses on time, and of the assignment to studies of workers who are not homogeneous by education and work profile.

The Ministry of Transportation Construction's course network is extremely scattered over teaching points, tekhnikums, technical schools, and vuzes.

The physical plant of many courses, including the Central Courses, is not in complete accord with current requirements. It does not permit the introduction of the entire arsenal of the technical means of teaching, or, as is now customary to say, the industrialization of the teaching process, and it does not fully provide for the established periodicity of the retraining of engineering and technical and executive cadres.

In evaluating the level which has been reached in the advanced training of engineering and technical workers in the light of the demands of the 26th CPSU Congress and of the 13 October 1977 decree of the CC CPSU and USSR Council of Ministers, one can clearly imagine the enormous work which will have to be done in the near future in order to accomplish the tasks of the systematic and high quality retraining and advanced training of transportation construction executives cadres and specialists.

First of all, we must in 1981-1985 ensure the fulfillment of the five-year plan for the advanced training of executive workers and specialists in the amount of 67,000 people, instead of the 50,000 people of the 10th Five-Year Plan, including 13,700 people during the current year.

In accordance with the decision which has been taken on the creation during the current five-year plan of an Advanced Training Institute of the Ministry of Transportation Construction, in 1981-1983 it will be necessary to plan and construct the physical plant of the institute in Moscow and of its local branches. This important organizational measure will make it possible not only to solve the quantitative side of the problem, that is, to ensure the established periodicity of advanced training for all engineering and technical workers not less than once in six years, but also will substantially raise the level of the organizational and methodological direction of the entire system of advanced training for transportation construction workers.

It should be emphasized that even though we have our own advanced training institute we are obliged basically not only to preserve the existing course network, but also to ensure its further strengthening and the expansion of its physical plant.

An improvement of the system of planning is one of the most important elements in the organization of the retraining and advanced training of executive workers and specialists.

The long-term and annual plans for the advanced training of engineering and technical workers which have been developed to date are based on the requisitions of main administrations, frequently are of a formal character, and do not take full account of the top-priority needs of production and of the developmental prospects of transportation construction. As a rule, the main administrations and trusts understate their requisitions and do not give the necessary attention to advanced training for the executive workers of construction trusts, administrations, and line organizations.

The necessity has arisen of developing a standard methodology for the long-term planning of the retraining of cadres in order that on its basis every organization, every enterprise, and all the main administrations will be able to develop their own long-term and annual plans for the advanced training of engineering and technical workers with regard to the established periodicity for each category of workers. In addition, especial attention has to be given to preparing a reserve of executive cadres from among people who possess the potential for further growth.

The existing system of advanced training for executive cadres does not always take account of the concrete official functions of the students, while in fact they contain important differences which are reflected in the content and scope of work. In each job the executive is confronted with quite concrete demands upon his education, and also upon his theoretical and practical knowledge of management.

Hence the necessity for developing in 1981-1982 optimal syllabi on a scientific basis and for determining the optimal study periods for each category of executive and engineering and technical workers, keeping in mind the development among the students of an endeavor to search for new ways of increasing labor productivity, improving the quality and efficiency of work, and the cultivation in them of a creative approach to the accomplishment of economic, production, and social tasks.

During the 11th Five-Year Plan students will continue a deep study of the materials of the 26th CPSU Congress and also of the decrees of the CC CPSU and USSR

Council of Ministers "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Improving Work Quality" and "On Strengthening the Work to Economize and Make Efficient Use of Raw Material, Fuel and Energy, and Other Material Resources."

At the same time, it is planned to make a wider practice of the exchange of the work experience of the students of courses, to use the apprentice method and traveling classes at advanced construction sites, industrial enterprises, and scientific research and planning institutes for their training, and to introduce teaching equipment and active teaching methods.

A large amount of work will have to be done on regularly supplying the course network with normative-administrative documents, instructions, and information materials on scientific and technical achievements and advanced experience in domestic and foreign construction.

In order to ensure the fulfillment of the long-term and annual plans for the advanced training of executive workers and specialists, the leaders of the main administrations, trusts, construction administrations, and enterprises and organizations have to ensure constant control over the selection, assignment, and arrival of students at advanced training courses.

A decisive role in ensuring the quality and effectiveness of the retraining of executive workers and specialists in the advanced training institute and its branches and in courses belongs to a correct and punctual selection of teachers, and the enlistment of leading specialists in the branch in the reading of lectures and the development of curriculum, visual aids, and instructional literature.

The work being performed in this direction by the Main Administration for Cadres and Educational Institutions, the Teaching Methods Studio, and the courses is encountering definite opposition from individual leaders of main administrations, trusts, and scientific research and planning institutes who, referring to being overloaded with their basic work, frequently do not solve these matters in a positive manner and it is not accidental that the vast majority of the leading specialists in the central apparatus and the other large organizations of the Ministry of Transportation Construction do not take part in the work to increase the qualifications of engineering and technical workers. It is necessary first of all to overcome the psychological barrier and the underestimation of this important problem by economic leaders and the number of cadre workers, that is, subjective reasons, and then it will be easier to overcome the objective difficulties in accomplishing the above-mentioned tasks.

At the same time, it is necessary to learn how to evaluate the effectiveness of advanced training for executive and engineering and technical workers, since a qualitative approach to evaluating the retraining of cadres has not yet been worked out and requires the performance of special research.

At the present time a number of advanced training institutes accept as the criterion which determines the effectiveness of advanced training the conventional economy from the introduction of measures worked out in the diploma work of the student. This method, obviously, can not be acknowledged as sufficiently correct.

Consequently, the problem of determining the effectiveness of training and advanced training merits especial attention both from our teaching centers and from the scientific research institutes, organizations, and enterprises of the Ministry of Transportation Construction.

The work experience of a number of advanced training institutes and of the Central Courses of the Ministry of Transportation Construction shows that the best form for increasing the effectiveness of training is the assignment in advance, approximately two months before the students are called for studies, of an approximate thematic description of individual assignments and diploma work. In addition, on the basis of the approximate thematic description, the leaders of organizations have to examine and approve the topic of the student's diploma work and provide him with the necessary basic data for the beginning of studies. In this case the diploma work is prepared by the student in the advanced training institute, FPK [expansion unknown], or at courses under the direction of experienced specialists and, after being defended, is to be introduced into production with a determination of its effectiveness in fact and the rewarding of the author in the established procedure.

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DECREE ON CARGO HAULING

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL'STVA ROSSIYSKOY SOVETSKOY FEDERATIVNOY SOTSIALISTICHESKOY RESPUBLIKI in Russian No 27, 1981 pp 426-430

[Decree: "On the Formation of a Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR"]

[Text] 170 On the Formation of a Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR.

The RSFSR Council of Ministers decrees:

1. To form a republic interdepartmental commission for the rationalization of freight hauls at Gosplan RSFSR.

2. To approve the appended Regulation on the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR and the composition of this Commission.

To permit Gosplan RSFSR to make changes in the personnel of the above-mentioned Commission.

Chairman
RSFSR Council of Ministers M. Solomentsev

Executive Officer
RSFSR Council of Ministers I. Smirnov

Moscow, 3 September 1981 No. 487

Approved
Decree of the RSFSR Council of Ministers
3 September 1981 No. 487

Regulation

On a Republic Interdepartmental Commission For the Rationalization of Freight Hauls at Gosplan RSFSR.

1. The Republic Interdepartmental Commission on the Rationalization of Freight Hauls at Gosplan RSFSR is an interdepartmental agency which coordinates the work of the ministries and departments RSFSR, of the Councils of Ministers of the autonomous republics, the krayispolkoms and oblispolkoms, and the Moscow and Leningrad gorispolkoms on improving economic transportation communications and the interaction between the different types of transportation in order to bring about their coordinated activities on the territory of the RSFSR.

2. The Republic Interdepartmental Commission on the Rationalization of Freight Hauls at Gosplan RSFSR:

a) Examines with the participation of the interested ministries and departments RSFSR, railroad administrations, steamship companies, enterprises and organizations located on the territory of the RSFSR, and the commissions for the coordination of the operations of the various types of transportation at the Councils of Ministers of the autonomous republics, krayispolkoms, oblispolkoms, and Moscow and Leningrad gorispolkoms the proposals presented by them on the rationalization of freight hauls, and on increasing the amount of freight transportation by river, maritime, truck, and pipeline transport;

b) Supports the development of proposals on the rationalization of freight hauls in the RSFSR for presentation to Gosplan RSFSR which directs them in the established procedure to Gosplan USSR and Gossnab USSR;

c) Conducts conferences on the problems of a rationalization of freight hauls and an improvement of transportation communications, enlisting in the established procedure for participation in these conferences representatives of the interested ministries and departments RSFSR, railroad administrations, steamship companies, enterprises and organizations located on the territory of the RSFSR, and commissions for the coordination of the work of the different types of transportation at the Councils of Ministers of the autonomous republics, krayispolkoms, oblispolkoms, and Moscow and Leningrad gorispolkoms, scientific research institutions, and also public organizations;

d) Gives the ministries and departments RSFSR, the Councils of Ministers of the autonomous republics, the krayispolkoms, oblispolkoms, the Moscow and Leningrad gorispolkoms, and also other organizations recommendations on improving transportation communications and the interaction between the different types of transportation on the territory of the RSFSR;

e) Presents for the consideration of Gosplan RSFSR proposals on the inclusion of measures in the drafts of state plans for the economic and social development of the RSFSR.

3. The Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR has the right:

a) To receive from the ministries and departments RSFSR, railroad administrations, steamship companies, and enterprises and organizations located on the territory of the RSFSR, from the Councils of Ministers of the autonomous republics, the krayispolkoms, oblispolkoms, and the Moscow and Leningrad gorispolkoms the necessary data for the development of proposals on the rationalization of freight hauls and the improvement of transportation communications, and also on the fulfillment of measures to rationalize freight hauls;

b) To hear at its meetings reports from the executive workers of the ministries and departments RSFSR, railroad administration, steamship companies, and enterprises and organizations located on the territory of the RSFSR, from the chairman and members of commissions for the coordination of the work of the different types of transportation at the Councils of Ministers of the autonomous republics, krayispolkoms, oblispolkoms, and the Moscow and Leningrad gorispolkoms on matters which are within the competence of the Commission;

c) To charge the ministries and departments RSFSR and the commissions for the coordination of the work of the different types of transportation at the Councils of Ministers of the autonomous republics, krayispolkoms, oblispolkoms, and the Moscow and Leningrad gorispolkoms with the preparation of materials, with the participation of interested organizations, on matters which are placed before the Commission for its consideration;

d) To charge in the established procedure the scientific research organizations of Gosplan RSFSR, Gossnab RSFSR, and the ministries and departments RSFSR with the scientific solution of the problems connected with the rationalization of freight hauls and the improvement of transportation communications in the RSFSR.

4. The decisions of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR on matters which are within its competence are communicated to the corresponding ministries and departments RSFSR, the Councils of Ministers of the autonomous republics, krayispolkoms, oblispolkoms, the Moscow and Leningrad gorispolkoms, to the railroad administrations, steamship companies, and enterprises and organizations located on the territory of the RSFSR.

The Commission's decisions on the rationalization of freight hauls are mandatory for ministries, departments, and organizations.

5. In order to prepare the questions which are within its competence for the consideration of the Republic Interdepartment Commission permanent working groups on foreign trade cargos are created in the corresponding branches of the economy, as is a summary group which generalizes the materials of the working groups.

The membership of these working groups consists of representatives of the corresponding branch divisions of Gosplan RSFSR and Gossnab RSFSR, the ministries and departments RSFSR, the Central Scientific Research Institute for Economics at Gosplan RSFSR, and other organizations.

The composition of the working groups is approved by the chairman of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR.

6. The chairman of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR is the Deputy Chairman of Gosplan RSFSR in charge of planning the development and work of transportation, while the deputy chairman of the Commission is the Deputy Chairman of Gossnab RSFSR who works in the same field.

7. The work of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR is performed in accordance with long-term and current plans which are approved at its meetings.

8. The executive secretary of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR has the responsibility of drawing up draft plans and reports on the Commission's work, for organizing the preparation of questions for consideration at meetings of the Commission, and also for carrying out commissions by the chairman of the Commission and his deputy.

Approved
By Decree of the Council of Ministers RSFSR
3 September 1981 No. 487

Composition
Of the Republic Interdepartmental Commission for the Rationalization of Freight Hauls at Gosplan RSFSR.

D.I. Dudnev--Deputy Chairman of Gosplan RSFSR (Commission Chairman)

B.S. Ivanov--Deputy Chairman of Gossnab RSFSR (Commission Deputy Chairman)

N.V. Naumova--Junior Scientific Associate in the Division of Transportation Economics of the Central Scientific Research Institute of Economics at Gosplan RSFSR (Executive Secretary of the Commission)

N.V. Nikandrov--First Deputy Minister of Automobile Transport RSFSR

A.P. Vvedenskiy--First Deputy Minister of the River Fleet RSFSR

V.N. Gin'ko--Deputy Minister of Railways

G.F. Kolesnikov--Deputy Minister of the Maritime Fleet

V.T. Kuroptev--First Deputy Chief of the Main Administration for Motor Vehicle Transportation in Moscow of the Mosgorispolkom

V.V. Razumov--First Deputy Chairman of the State Committee for Petroleum Products RSFSR

N.A. Solov'yev--Deputy Director of the Central Scientific Research Institute of Economics at Gosplan RSFSR

B.V. Beresnev--Chief of the Division of Transportation and Roads of Gosplan RSFSR.

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AMU DARYA BRIDGE MAJOR SOVIET-AFGHAN TRANSIT LINK

Bridge To Relieve Shipping Traffic

Tashkent SOVET OZBEKISTONI in Uzbek 5 Jul 81 p 2

[Article by A. Nizomov in connection with Maritime Workers Day: "When the Banks Are Joined"]

[Text] Recent archaeological excavations are providing evidence that the cities of Termez in Uzbekistan and Khairatan on the other bank of the Amu darya River in Afghanistan are more than 2,000 years old. It has now been 20 centuries that the inhabitants of these two cities have been occupied with maritime activities. No matter how obstinate and untamed the Jayhun (as the Amu darya was known in antiquity) has been, nor how often it has changed its course, communication between the two cities has never been broken off. This is because the shortest trade route leading from South and Southeast Asia to Central Asia, and from there to Europe, passes right through this spot.

Maritime workers still today serve as the means of trade and cooperation between the two neighboring countries. All sorts of service buildings and various export-import organizations for the ports have been established along both banks of the Amu darya. Towering cranes unload and load caravans of ships day and night. The 130-seat passenger ship "Musa Jalil" goes along the river way four times a week. It is laden with construction workers, engineers, drivers, diplomats and businessmen. Mountain climbers have also come to love the passenger ship because the Himalayan peaks can be reached more quickly through here!

We are in the office of the chief of Khairatan port, Ali Ahmad Rezai. The telephone is ringing incessantly. A port stevedore informs him: "The next ship from Termez has arrived. Where shall we unload it?"

"Here's a good chance for you to become familiar with our port's operations," Rezai says with a smile, and leads us to a ship which has just now stopped at the mooring dock. Along the way, he cites figures which characterize the ever-increasing trade turnover between the USSR and Afghanistan. Today, the port processes more than three times the cargo it did in 1978. Nearly all freight that Afghanistan is receiving or shipping abroad, as well as a considerable portion of the freight which is being sent from one country to a second country, that is, from Asia to Europe via a third state, and which comes from Europe to Asia, is shipped, unloaded and reloaded here in this port.

From where the ships are moored are heard typical commands like "Turn to starboard," "Turn to port," "Stop engines." The voice of one of the captains seemed familiar to me. Looking through binoculars, I saw an old acquaintance of mine on the bridge of a ship, the well-known captain Fedor Nosov. For many years, he had commanded the ship "Tashkent" of the Central Asian steamship line. Today, he is crew chief of the tugboat "Qora Hatamov." This ship got its name in honor of the memory of the veteran of Termez port and a Hero of Socialist Labor. Fedor Pavlovich, who is one of Qora Hatamov's disciples, is himself a teacher and master to many maritime workers today. His son, mechanic Anatoliy Nosov, works with him on the new ship.

The "Qota Hatamov" was sent to the port of Khairatan to serve as an auxiliary ship for some time. It substitutes for and rotates with freight barges so that it will be easier for the Afghani longshoremen who unload them. Yes, the Termez citizens gladly help out their Afghanistani colleagues. Besides working in the port of Khairatan, they patiently teach the trade secrets of their skills to the Afghani loaders, stevedores, and crane operators.

Still another ship from Termez works alongside the "Qora Hatamov" here. The name "Oktyabr' 60 yilligi" is written on its stern. Nikolay Beregovoy heads the crew. On the "Norak" tugboat, his colleague Qochqor Oltiboyev heads upriver toward Sherkhonda, another Afghan port on the Amu darya. In the port of Khairatan, one feels as though one is in Termez because of the mobility and quickness of all the tugboats with 3 paddle wheels which are built by the Chardzhou shipbuilders. Possibly you are surprised and wonder why paddlewheel boats ply the Amu darya. One must use such boats because of the abrupt changes of the current and the existence of sand shoals in the obstinate Amu darya. When a ship is grounded on a shoal, it can disperse the sand with its paddles and get out to open water.

A joint Afghan-Soviet Transportation Society, "AFSOVTRA," has been formed in Khairatan. It is a support organization for Khairatanian port workers engaged in loading shipments of state enterprises and special firms of the Afghanistan Democratic Republic. In cooperation with representatives of Soviet foreign trade administrations, the society takes part in loading various kinds of equipment and machinery for the Jarquduq gasfield, the Naglu-Kabul-Jalalabad electrotransmitter lines, and the Mazari Sharif factory being constructed in Afghanistan.

One can see many crates brought from Western Europe and Japan via the USSR in the port of Khairatan. From here will be sent to the Soviet Union and other countries traditional Afghan export goods: tangerines, oranges, raisins, pomegranates, olives, nuts, shoe leather, cotton, rugs, and fertilizers.

Soon, the Khairatan and Termez ports will be relieved of some of this large freight. We talked with Dr Vali Muhammad Rasuliy, president of the technical office of the Ministry of Social Affairs of the Afghanistan Democratic Republic about this in Tashkent. He graduated from the Institute of Automobile Transportation and Roads in Tashkent, and defended his dissertation in Moscow.

"Near Termez and Khairatan," Dr Rasuliy tells us, "a combined automobile and railroad bridge is presently being built. At the request of our government, the construction workers have pledged to deliver it for use 1 year ahead of schedule, in spring of next year. The chief contractor, the collective of the Bridge Construction Trust 7 in Tashkent is expending every resource on it. At the same time, new warehouses and landings for the storage of freight when the bridge is operational are being built in Khairatan. Of course, this is not to say that these maritime workers will be out of work. Judging by the experience of the Soviet Union, a great transportation center will be formed in the ports in which the interests of railroad workers, automobile workers, maritime workers, as well as foreign trade organizations, will be served."

They rightly call the Khairatan and Termez ports the gates of friendship. They are always open to warm friends. Up until now, the river boats have connected the Amu darya banks. Beginning next year, the bridge of friendship will bring them even closer together.

Bridge Completion in May 1982

Tashkent SOVET OZBEKISTONI in Uzbek 8 Aug 81 p 2

[Article by Kh. Pirimqulov of Surkhandarya oblast: "Bridge of Friendship"]

[Text] At the beginning of 1979, a new point appeared on the map of Uzbekistan. It marked a railroad and highway to be constructed over the Amu darya River in the south of our republic.

Completion of this bridge of friendship that will serve to strengthen cultural and economic cooperation between the Soviet Union and the Afghanistan Democratic Republic is scheduled for May 1982. Length of the bridge is 200 meters, and it calls for 16 million rubles worth of construction and assembly.

The construction consists of nine spans. Its first span was dedicated to the 26th congress of our party. The second span was completed on the eve of the third anniversary of the April Revolution of the Afghanistan Democratic Republic. The third span was presented as a gift on Victory Day.

Progressive work methods are widely used in its construction. The interbrigade Zlobin method is widely employed. The results of socialist competition, which are peaking every day, are summed up each quarter, and progressive workers are rewarded with mobile Red banners, automobiles, and fully paid passes for tourist trips. Several million rubles of chief contract jobs have been carried out here so far.

The construction is being called "Friendship." It will be a symbol of the eternal friendship between the Soviet Union and the neighboring Afghanistan Democratic Republic. Representatives of 23 nationalities are working on the structure. All of them are friendly and amicable, like children in one family. The Russian youth I. Kuzyakin, the Ukrainian A. Bilen'ko, the Uzbek Kh. Murtazoqulov, the Tadzhik I. Qodirov, the Mordvinian N. Piskayev, the Turkmen A. Usmonov, the Osetian P. Deliyev are working shoulder-to-shoulder and gaining mutual respect.

Life bustles on the banks of the Amu. Work continues in two shifts. Lights of the machinery and equipment don't go out until midnight.

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